

# Trucking Along

*Ken Yorston is a PGARA truck class pioneer*

By CHRIS SIMNETT

Free Press staff writer

Somebody has got to be the guinea pig and Ken Yorston feels it might as well be him.

Yorston, a four year veteran of driving bombers and street stocks at the Prince George Auto Racing Association track, is one of the pioneers of the track's new truck class.

He's almost finished building the truck he started building back in November and he should be ready for the first race on May 18.

"It's a little scary to be building a truck," he says with a smile. "But the way I look at it, somebody's got to get the ball rolling."

Yorston took last year off from racing and the introduction of the truck class was all the prompting he needed to get back into it.

"It's something different," says the 1994 street stock points champion. "I'm building a truck because I think it will be a good class in the future. I'm building this truck to help start up the class. In a couple of years I'll sell it and leave the driving to the younger guys."

Yorston says building his truck, a hybrid 1979/1984 Chevy, has been easier than building any of his previous race cars.

"It's easier to put the components on because there's more room," he says. "You can take the box and cab off and have easier access to everything."

Because the trucks have never raced on the PGARA track before, Yorston doesn't

know what to expect come race day.

One thing he does know is they should be at least as fast, if not faster than the street stocks.

The engine the trucks will use is the same as a street stock, except they won't have performance heads.

"We want to keep costs down," says Yorston, explaining why the performance heads weren't allowed. "We don't want to out-price or discourage anyone from the class."

To compensate for that, the trucks are allowed to have a four inch ground clearance, two inches lower than a street stock. They also use old CASCAR tires on 18 inch rims and should be more stable. The tires only cost \$60 each, very reasonable for racing tires and that should just add to the affordability of the new class.

It has to be affordable if anyone is going to get interested in it. So far, only Yorston and Stan Demercent are known to be building trucks for the upcoming season.

The trucks will be lower than the cars, but they will be bigger. That should mean a little more bumping in the corners.

Yorston predicts the trucks will be a little slower in the corners because of their 131-inch wheelbase.

"Traditionally, the longer the wheelbase the slower it is in the corners," he says. "It will also push a bit more than a car."

All the trucks in the class have to be 1973 models or newer and all must be of the long-box variety.

The box will house the fuel

cell and battery and will be decked in with sheet metal.


"Basically the truck wants to look like a stock truck," says Yorston.

The trucks are scheduled for five race dates this season.

After the May 18th opener with the CASCARS, the trucks will alternate with the modifieds. Truck dates are June 7, July 20, August 3



Ken Yorston has been building this 1979 Chevy Truck since November to race on the PGARA oval this summer. CHRIS SIMNETT/FREE PRESS



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